NCDOT Division Six Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), the NCDOT Division Six Engineer has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

DRAFT

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Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with each of the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and public transit operators prior to submitting new candidate projects.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing and specific methods for providing input (email, phone, mail, etc.) will be advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public hearings and other methods approved by the NCDOT Communications Office will be posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received will be reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer will determine the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals is not exceeded. The Division Engineer will be able to submit new transportation projects (across all modes) based upon the P3.0 Workgroup and Department's agreed upon allowances.

DRAFT

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. The Division Engineer will be responsible for assigning local input points to regional impact and division needs projects for their area (statewide mobility projects will be evaluated based solely on their technical scores). The Division Engineer will publish his/her local input methodology which will be used as the basis to assign preliminary points to all regional impact and division needs projects within their division and/or adjacent divisions using methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions will be made to the public and to MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **Through this evaluation and collaboration, the Division Engineer will determine the final local input point assignments per eligible regional impact and division needs project within their division and/or to projects in adjacent divisions to submit for final evaluation.** All final point assignments will be published using methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. **The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

DRAFT

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Six. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Six. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Six, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Freight Volume:** the number of trucks or equivalent vehicles that utilize the facility on a daily basis. Percentage of truck volume of average daily traffic converted to a number of trucks or equivalent.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the regional impact category. Each Division Engineer will determine the combination of criteria (minimum of four) and criteria weights that best reflect the needs and

DRAFT

priorities of their respective area and the specific criteria and weights for Division 6 are noted below. The resulting scores and rank order will be used by the Division Engineer in developing

preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. Each Division Engineer will use the preliminary rank- ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Existing Congestion 20 **(% weight)**	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Safety Score 25 **(% weight)**	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**6.67 Points**	**13.33 Points**	**20 Points**	
Cost Effectiveness 20 **(% weight)**	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per Mile	
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Freight Volume 15 **(% weight)**	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		
Criteria	**0 Points**	**10 Points**			
Corridor Continuity 10 **(% weight)**	Project does not complete of continue corridor improvement	Project does continue corridor improvement			

Criteria	0 Points	5 Points	10 Points		
Serves Activity Center 10 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the division needs category. Each Division Engineer will determine the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area and the specific criteria and weights for Division 6 are noted below. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. Each Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

DRAFT

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Prioritization 3.0

Division Needs Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**15 Points**	**30 Points**		
Existing Congestion 30 **(% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		
Criteria	**0 Points**	**7.5 Points**	**15 Points**	**22.5 Points**	**30 Points**
Safety Score 30 **(% weight)**	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Cost-Effectiveness 25 **(% weight)**	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Serves Activity Center 15 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division 6 has 2300 points to allocate among Regional projects and 2300 points to allocate among Division projects.

The Division will assign its 2300 Regional points among modes and project types according to the following target allocation:

- 1900 points to Highway
- 100 points to Public Transit
- 100 points to Aviation
- 200 points could be assigned to any mode and project type

The Division will assign its 2300 Division points among modes and project types according to the following target allocation:

- 1400 points to Highway
- 100 points to Public Transit
- 100 points to Bicycle and Pedestrian
- 100 points to Rail
- 200 points to Aviation
- 400 points could be assigned to any mode and project type

The Division will assign points within each mode and project type in order of the rankings from above. However exceptions may be made if the project costs more than the funding available in that category, or if the project will not be competitive within the specific category even with the application of qualitative points, or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project cost is excessive.

Distribution of the unassigned points in the Regional and Division categories will be determined by:

- coordination with MPO/RPO's to consider geographic and jurisdictional balance.
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation;
- improves safety and traffic movement along interstate and freeway corridors; and
- addresses high growth area needs.

The specific reasoning behind the allocation of qualitative points will be documented by Division 6 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 6 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

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- coordination with FAMPO, CAMPO, Cape Fear RPO, Mid-Carolina RPO and Lumber River RPO on the assignment of points; and

- public input and support as evidenced through public comments submitted to NCDOT, Division 6's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

Division 6 will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division 6 will finalize the application of qualitative points based upon:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with FAMPO, CAMPO, Cape Fear RPO, Mid-Carolina RPO and Lumber River RPO on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 6's public hearing, public involvement efforts of local governments, and local referenda; and
- Division Engineer's knowledge of the transportation needs of their Division.

If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Six. The following is a list of our key stakeholders:

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MPO/RPO

Fayetteville Area Municipal Planning Organization (FAMPO)
Capital Area Municipal Planning Organization (CAMPO)
Cape Fear Rural Planning Organization (Cape Fear RPO)
Mid-Carolina Rural Planning Organization (Mid-Carolina RPO)
Lumber River Rural Planning Organization (Lumber River RPO)

Airports

Columbus County Municipal Airport
Fayetteville Regional Airport
Harnett Regional Jetport
Lumberton Regional Airport
Curtis L. Brown Field Airport

Public Transit

Fayetteville Area System Transit
Bladen Area Rural Transportation System
Columbus County Transportation
Community Transportation Program (Cumberland)
Harnett Area Rural Transit System
Southeast Area Transit System

County Government

Bladen County
Columbus County
Cumberland County
Harnett County
Robeson County

DRAFT

Municipal Government

Angier	Falcon	Proctorville
Bladenboro	Fayetteville	Raynham
Boardman	Godwin	Red Springs
Bolton	Hope Mills	Rennert
Brunswick	Lake Waccamaw	Rowland
Cerro Gordo	Lillington	St. Pauls
Chadbourn	Linden	Sandyfield
Coats	Lumber Bridge	Spring Lake
Dublin	Lumberton	Stedman
Dunn	Marrietta	Tabor City
Eastover	Maxton	Tar Heel
Elizabethtown	McDonald	Wade
Erwin	Orrum	White Lake
Fair Bluff	Parkton	Whiteville
Fairmont	Pembroke	East Arcadia

Military Base

Fort Bragg

NCDOT Divisions

Aviation Division
Bicycle & Pedestrian Division
Division of Public Transportation
Transportation Planning Branch
Rail Division

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